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## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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TE [redacted] histories and equipment strength of North Korean Air Force regiments [redacted]

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FEB - 4 1965 50X1-HUM

Report [REDACTED]

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Subject: DEVELOPMENTS AND STRENGTH OF NK AIR  
REGIMENTSDate of Report:  
November 19601. Summary (General Information):

Communizing ROK by force being one of North Korea's (NK) major schemes to unify Korea, they are doing all they can to reinforce their armaments

[REDACTED] Since the Armistice they have been frantically building up their air strength, giving it priority over everything else in their war preparation because it has now become a decisive factor in modern localized war.

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Recently NK had a plan to import new fighters, MIG-19's and MIG-21's, from the Soviet to reinforce their AF. (This plan was already being carried out

[REDACTED] Pilots were being treated as well as vice ministers in many ways in order to raise their morale. [REDACTED]

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Since all the MIG-15's (one battalion) and MIG-15 BIS (six regiments) that NK now has, has been flown ever since the Korean War, their life span of 1000 hours would not last more than the next two or three years. Even according to the NAAF plan they are not intended to be flown after the next two or three years. However, MIG-17's (six regiments), which were imported from the Soviet [REDACTED] after the Armistice, could be flown for a quite some time yet. Obsolescence of MIG-15's and MIG-15 BIS's have accelerated the above project of importing a large number of MIG-19's and 21's. Considering their efforts to be definitely superior to the ROK in military strength, including the UN Forces, they will no doubt replace these obsolete planes with highly efficient fighters or maintain them both.

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[REDACTED] the NAAF spurred on its flight training furiously to achieve the objective of preparation for war. Average flying hours per jet-fighter pilot [REDACTED] was 60 - 70 hours. Air battle, sea and ground attacks, and nighttime interceptions were subjects emphasized in training. Except the 40 newly commissioned flying officers who graduated from the AF Officers School in March 1960, all others were excellently trained in two-against-two air battle [REDACTED] 100 of them had experience in battle from the Korean War.

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Because of the exceptionally good treatment and communist ideological training they receive in NK, most of the pilots have intensive anti-American feelings and their morale is very high. There is another major reason as to why their morale is so high. Most of the first line pilots are youths in their twenties and have received communist education from their early teens. Communism has become somewhat like a religion to them.

[redacted] the major error in the policy of the NKAF was in maintaining twenties-number regiments - they were sort of reserve regiments - in every fighter division except the 5th Division. These regiments were equipped with obsolete MIG-15 BIS's and newly commissioned flying officers who were produced regularly had been onesidedly assigned to them. As a consequence, three fighter regiments in the NKAF had been hindered in their progress in strength, which is equivalent to the strength of one AF division. It was decided therefore to assign newly commissioned flying officers to every regiment as well as twenties-number regiments [redacted] in order to keep all pilots technically balanced. However, with the reason unknown, pilots who graduated from the AF Officers School [redacted] were assigned to twenties-number regiments as usual. ([redacted])

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[redacted] it was said to have been caused by inadequate plans of the NKAF Command, however, this traditional assigning method would be put to an end [redacted]

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While thus maintaining technical balance among its pilots, the NKAF was going to elevate combat strength of these three twenties-number regiments by readjusting and strengthening their equipment with MIG-17's and other of the latest type planes - which were planned to be imported - as their basic equipment, and thereby strengthen the whole AF strength at large. This plan could have materialized [redacted] and its goal would be reached within the next two or three years.

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Along with strengthening of air force strength by improving the quality of pilots, equipment, combat strength of twenties-number regiments, and treatment for higher morale, the NKAF was enforcing discipline with strict mental training. They were trained to give orders with the assumption of "orders are law" and took the whole responsibility for them. Therefore, every instruction that superiors gave was regarded as absolute.

## 2. Developments and Combat Strength of Flying Regiments (including functions):

- 1) The 1st Pursuiter Division: The 1st Pursuiter Division, together with the 2nd Pursuiter Division, played a major role in the course of developments of NKAF fighters units. This division was the only one that participated in the Korean War besides the 2nd Division and was called the root of the NKAF although detailed information as to the course of its development was not known.

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This division jointly undertook the air defense of the middle-western front line of NK and the West Sea area with the 3rd Pursuiter Division. However, its exact defense line was not known. This division had three regiments - e.g., the 25th, 59th, and 60th Regiments - stationed at Sunch'on and Pukch'ang Airfields. The combat strength of this division was next only to the 2nd Division but was not far behind in its technical level. While staging air battles in training its safety factor was higher than other divisions. Among its pilots were KANG Chong-tok (nta) (commander, 56th Regiment, 2nd Division) who had proven himself an ace while leading a "Hunters Team" during the Korean War and those who had served under him ever since. As mentioned before, morale of its pilots was as high as any other pilot in NKAF.

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This division had been the first to be equipped with MIG-19's and was stationed at Pukch'ang Airfield (This airfield had been newly constructed with underground hangers.) which was considered to be one of the most important airfields from a strategic point of view. These facts however had no relation to its combat efficiency.

a. The 25th Regiment:

Equipment: This regiment was equipped with only MIG-15 BIS's - probably from 30 to 35 of them, considering the case of the 2nd Division - except maybe one or two UNIG-15's like other regiments.

Personnel: With the exception of an unknown number of newly commissioned flying officers (graduates of AF Officers School) all pilots were capable of participating in any form of battle (except nighttime and bad-weather flight) and were first-rate in daytime battles. Number of personnel unknown.

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Training: As was common to all twenties-number regiments in NK, this regiment also stressed aviation as its primary flight training but senior pilots, higher than responsible pilots (pilot of leading plane which leads led-couple in company formation) were also carrying out air battle tactic training.

Others: Being one of the twenties-number regiments which had been established in every flying division after the Armistice

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Although the date was not known this regiment had been organized at Sunch'on Airfield and had once been stationed at Pukch'ang Airfield. However, it was stationed at Sunch'on Airfield with the 59th Regiment of the same division

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According to a plan, the 60th Regiment of the same division was to be equipped with MIG-19's however, it was not known whether

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the old equipment (MIG-17's) would be transferred to this regiment or issued to other divisions also. The combat efficiency of this regiment [ ] was not far from being a reserve regiment of the 1st Division, but, as was mentioned in summary, if the NKA's policy toward twenties-number regiments were carried out, it was expected that this regiment would have as much combat efficiency as any other regiment within the same division. 50X1-HUM

b. The 59th Regiment:

Equipment: This regiment was mainly equipped with MIG-17's (number unknown) and had one all-weather interceptor battalion equipped with MIG-17 PF's (exact number unknown - possibly 6 to 10) and had 1 or 2 UMIG-15's which was common to all flying regiments.

Personnel: This regiment was composed of the most experienced pilots within the division, especially in the 3rd Battalion, equipped with MIG-17's, all pilots were above 26 years old and had graduated from the AF Officers School [ ]. Ranks of common flying officers were senior lieutenants (conferred to T/O) and battalion commander, lieutenant colonel which was equivalent to the rank of deputy regiment commander. (Other battalion commanders were majors.) 50X1-HUM

Compared to the 3rd Battalion, some pilots of the 1st and 2nd Battalion were somewhat younger but, due to the nature of the duty of this regiment, these battalions were also composed of more experienced and older pilots than other regiments.

Training: The primary mission of this regiment being nighttime interception, it had emphasized nighttime training [ ] while practicing daytime flight training now and then. [ ] with the exception of one battalion equipped with MIG-17 PF's, other battalions had used MIG-17's in their daytime flight training.) The 1st and 2nd Battalions, which had only MIG-17's, could not carry out sham shooting air battle training, because MIG-17's had no radar-operated sight apparatus. However, they had carried out various other nighttime flying tactics training which the MIG-17 PF performed (including nighttime air battles except for shooting practice). Since nighttime flight training had to be preceded by various daytime bad-weather tactic training, this regiment was the most advanced in its training program in comparison to other regiments within the division (the number of hours of both daytime and nighttime flight training received was not known). 50X1-HUM

Others: The 59th Regiment was the pick and the mainstay of the 1st Division. Its main duty was nighttime battle. This regiment was stationed at Sunch'on Airfield [ ] but it was not known whether it had ever been stationed at Pukch'ang Airfield. 50X1-HUM

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c. The 60th Regiment:

Equipment: This regiment was equipped with only MIG-17's except for one or two UMIG-15's (Amount of equipment unknown).

Personnel: Although its pilots were somewhat younger than those of the 59th Regiment, this regiment was one of the most advanced in daytime training in NK, competing for the top position with the 56th Regiment (Number of pilots unknown).

Training: This regiment represented the 1st Division in its interception efficiency. [ ] this regiment completed 50X1-HUM a course in two-against-two flight interception training; under bad-weather conditions (except rain, snow and cumulo-nimbus) and had since entered a stage of company-against-company (four-against-four) tactics training.

According to the plan, all aircraft of this regiment was to have been renewed by MIG-19's [ ] This regiment would no doubt begin 50X1-HUM nighttime interception training at the completion of the replacement of the aircraft; however, under the circumstances of the training course as of August 1960, it was ready to go into nighttime interception training [ ] 50X1-HUM

Other: This regiment, when equipped with MIG-19's, would start nighttime training and when this training was completed this regiment would be a flying regiment for both nighttime and daytime interception.

Viewing its developments, this regiment, as well as the 59th Regiment, was the backbone of the 1st Division. Although the date was unknown, this regiment had been originally stationed at Sunch'on Airfield and later it relieved the 25th Regiment and moved to the Pukch'ang Airfield. It was stationed there [ ] 50X1-HUM

- 2) The 2nd Pursuiter Division: Its development as a fighter unit and its history during the Korean War was similar to that of the 1st Division. [ ] this division had only two regiments - the 56th and 58th - 50X1-HUM but later it added the 26th Regiment. After the Armistice, this division had been stationed at Mirim Airfield (58th Regiment) and Sunan Airfield (56th Regiment) [ ] when it started to move part of the division 50X1-HUM to Wonsan Airfield and [ ] it completed the movement of all regiments under its command. [ ] these regiments were stationed separately at Wonsan Airfield (26th and 56th Regiments) and Sontok Airfield (58th Regiment).

The primary mission of this division was to undertake the air defense of the eastern-front line area and the East Sea area. This division was said to be the most powerful fighters division in NK. According to the combined

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results of a joint training launched by the NKAF [redacted] this division scored the highest in all of the NKAF - especially in bombardment techniques. Under this division was the 56th Regiment - the one and only regiment called the Honor Regiment in the NKAF. This division inherited the tactics of KIM Chi-sang (nta) (former deputy division commander [redacted])

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[redacted] who maintained exact formation throughout air battles. On the other hand, since there were many pilots who used to fly IA-9's (although these were propeller-type fighters, they were highly efficient planes and swift in turns.), they had the tendency to approach enemy planes at an unreasonable angle.

With its proud history of producing famed KIM Chi-sang (He had downed eight F-86 jets during the War and received the title of "War Hero".

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[redacted] and inheriting its tradition, it became the characteristics of this division to carry out smart attacks to suit the occasion - sometime even disregarding the rules of tactics, and to make almost reckless flight [redacted] Owing to this, the 2nd Division had frequent air accidents, most of them explosions of planes or loss of lives [redacted] Nevertheless, this division was the foremost in its combat efficiency among those of the NKAF and its men had a strong sense of superiority and high morale.

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a. The 26th Regiment:

Development: [redacted] this regiment was newly organized at Mirim Airfield with its personnel and equipment derived from the 56th and 58th Regiments. At that time this regiment was stationed at Mirim Airfield together with the 56th Regiment. [redacted] the 56th Regiment was moved to Wonsan Airfield and [redacted] this regiment was also moved there. [redacted]

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Function: Like all other twenties-number regiments in the NKAF, this regiment was no exception in its character of being a reserve regiment. This regiment mainly undertook combat training of newly commissioned flying officers. [redacted] combat tactics training for 20 newly commissioned flying officers - who had been assigned to this regiment [redacted] - was still going on. In case of war this regiment was to perform its duties as the 2nd Echelon, a reserve unit of the division, with missions to intercept enemy planes raiding from north of Wonsan Airfield [redacted]

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Personnel: Flying officers of a commanding officer level - those equivalent to battalion commander or higher -- had combat experience

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during the Korean War as members of the 56th or 58th Regiments. The rest of the flying officers were new and had graduated from the AF Officers School after the War. However officers above the level of responsible flying officers had completed two-against-two air battle training, the basic tactics in daytime combat, and were assigned to duties of No. 1 and No. 2 alert-planes-of-the-day at the Wonsan Airfield. Staff flying officers above the level of deputy battalion commander, above the rank of captain, were over 30 years old, somewhat older than those of other regiments, and junior flying officers were youngest among the division. Senior flying officers - company commander level - and veteran flying officers were about same age as those of other regiments (For a list of pilots of the 26th Regiment, see Attachment 1 of 1).

Equipment: 25 MIG-15 BIS's and 2 UMIG-15's.

Training: Its main object was to complete two-against-two air battle training for newly commissioned flying officers assigned to this regiment. In the meantime, veteran flying officers carried out training for maintaining tactical efficiency in battalion-against-battalion air battle. This training course was already completed.

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The goal of this training - 40 hours per year - for newly commissioned flying officers of this regiment was to promote aviation skill and two-against-two air battle efficiency. Hours of training for veteran flying officers were from 60 to 70 hours; however they had additional hours for education of newly commissioned flying officer. Since this regiment performed duties as the 2nd Echelon of the 2nd Division, this regiment lagged behind the other regiments in its training program and combat efficiency. Even veteran flying officer were only able to carry out battalion-against-battalion air battle under fine-weather conditions.

Other: It was rumored that this regiment was to be moved to Toksan Airfield (located north-east of Oro-ri - distance unknown). with the reason unknown, this rumor died away. a plan to move this regiment to Sontok Airfield, where the 58th Regiment of the same division was being stationed, was known. However, for reasons unknown, this plan was again abandoned. According to this movement plan, it was to avoid confusion as was at the Wonsan Airfield by moving the 26th Regiment, which carried out nighttime flight training for the most part, was alone stationed.

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b. The 56th Regiment:

Development: This regiment, as well as the 58th Regiment, was a main

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flying regiment of the 2nd Division. Although its date of organization was not known, it had participated in combat during the Korean War. This regiment had been stationed in Suran Airfield [ ] and was moved to Wonsan Airfield after the 58th Regiment when it was decided that the airfield was to be used by the 2nd Division. [ ] this regiment was stationed in Wonsan together with the 26th Regiment.

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Function: The goal of this regiment [ ] was to develop air battle efficiency on company basis under daytime bad-weather conditions (except snow, rain, and cumulo-nimbus). [ ]

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[ ] this regiment would go into nighttime air training. The mission of this regiment was to intercept enemy planes raiding from direction south of Wonsan Airfield.

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Equipment: 31 MIG-17's and 1 UMIG-15.

Personnel: More than about 100 flying officers above the level of battalion commanders (sic) were veterans of war, who served under KIM Chi-sang during the Korean War. (Others below the level of deputy battalion commanders were new flying officers who had graduated from the AF Officers School and had been assigned to combat units after the Armistice. Four of these were among the 24th batch of graduates [ ] and were still common flying officers. The average age of this regiment was somewhat older than other regiments with the oldest being about 35 years old.

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Training: This regiment had completed regiment-against-regiment air battle tactics training under fine-weather conditions during daytime and started an air training under the bad-weather conditions (except heavy snow, heavy rain, and cumulo-nimbus) [ ]

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[ ] Its goal in 1960 was to complete company combat training under the bad-weather conditions and also to stress ocean training.

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Scheduled training hours [ ] were 60 - 70 hours per man. However the hours for each training mentioned above were not known. The duty of the No. 1 and No. 2 alert-plane-of-the-day at Wonsan Airfield was performed in turn with the 26th Regiment except under the bad-weather conditions when this regiment took complete charge of it.

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Other: This regiment - once commanded by so-called "War Hero" KIM Chi-sang during the War and the only regiment called an Honor Regiment in NK - was the model regiment of the 2nd Division, most strong in its daytime combat strength, and one of the foremost flying regiments in NK. In comparison with other regiments this regiment showed most vivid characteristic of the 2nd Division in its combat tactics.

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c. The 58th Regiment:

Development: Like the 56th Regiment, this regiment had also participated in combat during the War. After the War it had been stationed in Mirim Airfield when it was moved to Wonsan Airfield. 50X1-HUM  
it was relieved by the 56th Regiment and moved to Sontok Airfield.

Function: Its primary mission was nighttime air defense of the East Sea area and interception of enemy planes raiding from the East Sea area (including the northern part of the ocean). It took charge of the nighttime only No. 1 and No. 2 alert-planes-of-the-day duty in the East Sea area. Since this regiment had MIG-17 PF's, it also undertook the defense of East Sea Area under daytime bad-weather conditions (including rain and snow) besides the nighttime air defense mentioned above.

Equipment: 28 MIG-17's, 5 MIG-17 PF's, and 1 UMIG-15.

Personnel: There were 15 all-weather interception pilots who could fly MIG-17 PF's. The ages of these pilots were from 27 to 35 years old. The rank of a common flying officer was senior lieutenant and commander of the 3rd Battalion, which was equipped with MIG-17 PF's, was a lieutenant colonel. The number of veteran pilots of the Korean War among these 15 all-weather interception pilots was not known but common flying officers were graduates of Yenchu Officers School after the Armistice. Other flying officers, about 20 in all, were pilots of MIG-17's. Most of the pilots above the level of battalion commanders - there were about 10 - had participated in the Korean War. Even common flying officers who flew MIG-17's held the rank of lieutenant or higher. Most of their ages were 25 or 26 years old.

Training: The training course of the 3rd Battalion, which was equipped with MIG-17 PF's, was same as that of the 3rd Battalion, the 59th Regiment, the 1st Division, which was also equipped with MIG-17 PF's. The training course of the other two battalions, which were equipped with MIG-17's, was the same as those of the 1st and 2nd Battalions, the 59th Regiment, the 1st Division. The combat strength of this regiment was equal to that of the 59th Regiment and it was impossible to place one above the other. Scheduled training hours were 60 - 70 hours per year.

Other: This regiment, as well as the 56th Regiment, had participated in the Korean War under the command of the present 2nd Division commander, Colonel AN Yong-kuk (1344/nta/nta). This regiment was the backbone of the 2nd Division and it employed tactics similarly characteristic tactics to those of the 56th Regiment. However it seemed to attach importance to safety factors during air battle as did the 1st Division.

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3) The 3rd Pursuiter Division: This division was organized with personnel and equipment shared by the 1st and 2nd Divisions on an unknown date after the Armistice (The airfield where it was organized was also unknown). At the beginning of its organization, aviation techniques of its personnel were somewhat not on a level with other divisions, but, [ ] they became almost equal. And yet, it still lacked something that the 1st and 2nd Divisions had, although nothing unskilled in its aviation techniques could be clearly pointed out. However, in view of the fact that there had been little difference in its score, it might be said that its combat efficiency was just about equal to any other division. For an unknown period this division had been stationed at Muchu Airfield. Also on an unknown date this division was moved to Hwangju Airfield. [ ] this division was stationed at Hwangju Airfield (the 61st Regiment and the Division Headquarters), Yonggang Airfield (the 27th Regiment), and Mirim Airfield (the 5th Regiment). Since this division was geographically located on the outpost of the western front line, it was likely that it undertook the air defense of the western front line and a part of the western ocean. Its definite defense area was not known. There was no remarkable characteristic in its tactics except that it seemed to attach importance in maintaining safety factors as did the 1st Division.

a. The 27th Regiment:

Development: This regiment was also organized [ ] as all other twenties-number regiments were. It had been stationed at Hwangju Airfield (previous station unknown) [ ] when it was moved to Yonggang Airfield (Onjong-ni), a onetime abandoned base on the west coast. [ ]

Functions: Although it could not be said definitely, it was probable that this regiment undertook the air defense of the southern direction of the West Sea. Unlike any other twenties-number regiment (the 25th and 26th Regiments), this regiment was already carrying out bad-weather flight training [ ] It was therefore quite possible that this regiment had been given missions different from other twenties-number regiments.

Equipment: Equipped with mostly MIG-15 BIS's and one or two UMIG-15's.

Personnel: New flying officers who graduated from the AF Officers School [ ] had not been assigned to this regiment. Only new flying officers of this regiment were the 23rd batch of AF Officers School graduates [ ] Common flying officers were veteran junior lieutenants and most of them were above 25 years of age. Combat efficiency of this regiment was most superior compared to other regiments equipped with MIG-15 BIS's, and was equal to the top-ranking regiment equipped with MIG-17's.

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Training: [ ] this regiment had completed training for battalion-against-battalion daytime air battle under fire-weather conditions and began tactical flight training under bad-weather conditions (except snow, rain, and cumulo-nimbus) which most of MIG-17 equipped regiments were carrying out. However, scheduled training subjects [ ] were not known. Hours of training for the year would probably be 60 - 70 hours as was decided by NK Air Force Command for most of the flying regiments.

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Other: This regiment was the only one in NK which was carrying out bad-weather tactic training with MIG-15 BIS's. This was due to the fact that, since it did not receive any new graduates of the AF Officers School [ ] common flying officers could have longer training hours.

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- b. The 57th Regiment: [ ] this regiment relieved the 26th Regiment of the 2nd Division, and moved to Mirim Airfield and had been stationed there [ ] Its former station was not known. The primary mission of this regiment was the air defense of P'yongyang. This regiment had an unknown number of MIG-17's. [ ] 20 newly commissioned flying officers were assigned to this regiment. Prior to this assignment this regiment had gone as far as tactic training under bad-weather conditions (its stage unknown). Since then this regiment had maintained two complete flight battalions including old bad-weather combat pilots and expanded the remaining battalion into the largest battalion in NK and assigned new flying officers to it. According to the plan this battalion was to accomplish two-against-two daytime basic tactic training within the year [ ] and the other battalions were to go on and carry out bad-weather flight training. Annual flying hours were 60 - 70 hours like other regiments except for about 40 hours for new flying officers.

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The combat efficiency of this regiment had not been affected by the assignment of newly commissioned flying officers [ ] for there was no actual change in its former personnel. Although it was a little short of the level of the 56th Regiment of the 2nd Division, it was equal to that of any other regiment.

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- c. The 61st Regiment: This regiment was the backbone of the 3rd Division. It was mainly equipped with MIG-17's but one battalion was equipped with MIG-17 PF's. Defense of the 3rd Division was mostly undertaken by this regiment. This regiment was chiefly carrying out nighttime tactic training and compared to other regiments which were also carrying out nighttime training, its combat efficiency was much the same. Personnel and training were same as the aforementioned 59th Regiment of the 1st Division and the 58th Regiment of the 2nd Division.

- 4) The 5th Pursuiter Division: Raider Plane Unit during the Korean War was the former body of this division. This division was developed from a reserve regiment.

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[ ] this division changed its old propeller type raider planes, IL-10's and LA-9's, for MIG-15's (for one battalion) and MIG-15 BIS's (for three regiments except the one battalion). Its former bases were unknown. [ ] its three regiments, the 34th, 35th, and 55th, were stationed in Kaech'on (Division Headquarters) and Kusong. However their respective bases were also not known.

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The main mission of this division was to raid enemy territory but it also undertook the air defense by intercepting enemy planes coming from the northern direction of the West Sea area. Since two batches of AF Officers School graduates [ ] - about 60 to 70 newly commissioned flying officers - had been all assigned to this division, its personnel were mostly new common flying officers. Flying officers above the level of deputy battalion commanders were former pilots of propeller type raider planes who had changed them for MIG's.

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This division was the most inferior in its combat efficiency among NK's four Pursuiter divisions, and was equipped with mostly out-dated planes. Since this division had missions to attack enemy territory it would undoubtedly advance to a foremost base if a war should break out to accomplish its mission sufficiently (Information on respective regiment not available).

- 5) The 24th Independent Reconnaissance Regiment: This regiment was organized on an unknown date at Kongjoryong Airfield in northeast area with unknown number of IL-28L's. (It was also unknown whether it had present MIG-15 BISL's at the time of its organization.)

[ ] this regiment was moved from Kongjoryong Airfield to Sunan Airfield and was stationed [ ] Since its flying officers were oldtimers and had continuously carried out flight training, they were [ ] able to sally forth on daytime or nighttime reconnaissance missions under all-weather conditions. Pilots of IL-28L's were especially superior in aviation techniques because they had carried on bombardment training even during the Korean War with propeller typelight bombers. Most of the MIG-15 BISL pilots were oldtimer flying officers who had graduated from AF Officers School right after the Armistice. As a reconnaissance plane must always operate and cruise alone, all-weather flight training was particularly stressed.

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[ ] its work was to take air photographs for training and mapping purposes. However its primary mission in time of war was photographing of enemy territory.

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Recently Sunan Airfield had gradually taking on the character of the international airport, nevertheless it was not likely that this regiment would have to be moved to some other base - saying nothing of the fact that there is no other base available. Photographic materials used in

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this regiment were all brought in from the Soviet. The quantity of materials used in this regiment were all brought in from the Soviet. The quantity of materials now in their possession was not known. Information concerning special aid or other agreements established with foreign countries, in view of the unique position it had as a reconnaissance regiment, was not available. [REDACTED]

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- 6) The 36th Independent Bomber Regiments: The 4th Bomber Division, which was equipped with a TU-2 during the Korean War, was the predecessor of this regiment. At that time this division was only carrying out bombardment training at Kongjuryong airfield where it had been stationed. On an unknown date after the Armistice (when it was still stationed at Kongjuryong Airfield), this division had brought in IL-28's, jet-powered light bombers, from the Soviet and equipped itself with them along with old TU-2's. [REDACTED] this division had been moved from Kongjuryong Airfield to Mirim Airfield. TU-2's had been gotten rid of previous to this movement. [REDACTED] after it was moved to Mirim Airfield, its organization had been reduced and reorganized as the 36th Independent Bomber Regiment [REDACTED]
- [REDACTED] Except the 15 newly commissioned flying officers assigned to this regiment, who had graduated from the AF Officers School [REDACTED] all personnel were capable of all-weather flight both in daytime and nighttime. Their bombing accuracy was not known. [REDACTED] this regiment had been continuously carrying on bombardment training and joint training with fighter planes. Its annual training hours were not known. In most of this training real bombs had been used (tonnage unknown). Bombing ground was located in the vicinity of Yonggang although its exact location and equipment were not known.

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ATTACHMENT 1 of 1: List of Pilots of 26th Regiment, 2nd Division

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Position	Rank	Name
Regt Cmdr	Lt. Col.	*KIM Kil-kyu
Flying Deputy Regt Cmdr	"	*KIM Ch'ang-ung
"	"	*KIM Ki-chun
Regt Navigator	Major	YI Il-yong
Shooting Chief	"	YI Yong-su
1st Bat. Cmdr	"	*KIM Sam-kak
Flying Deputy Cmdr 1st Bat.	Sr. Lt.	YI Song-ho
Political Deputy Cmdr 1st. Bat.	"	*KANG CH'un-song
Co Cmdr, 1st Co, 1st Bat.	Lt.	CHIN Pyong-tu
Responsible Flying Off, 1st Co, 1st Bat.	Jr. Lt.	CHONG Nak-hyon
Flying Off, 1st Co, 1st Bat.	"	YI Tong-hwan

Note: Denoted by asterisks are participants of battles during the Korean War.

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Flying Off 2nd Co, 1st Bat.	Jr. Lt.	CH'OE Ung-ho
Flying Off 1st Co, 1st Bat.	"	YI Han-se
"	"	CHONG Yong-hwa
Flying Off 2nd Co, 1st Bat.	"	KIM Sang-kyun
"	"	KIM Ki-han
"	"	KIM Song-uk
2nd Bat. Cmdr	Captain	*CH'OE Bong-nak
Flying Deputy Cmdr 2nd Bat.	"	*KIM Yong-no
Political Deputy Cmdr 2nd Bat.	Lt.	CHANG Pong-su
Com Flying Off, 1st Co, 2nd Bat	"	KIM Yong-su
"	Jr. Lt.	YOM Tong-son
"	"	CH'OE Myong-son
"	"	Five others
3rd Bat. Cmdr	Major	CH'OE Ch'ol-chong

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Flying Deputy Cmdr 3rd Bat.	Captain	*KIM Pyong- hyon
Political Deputy Cmdr 3rd Bat.	"	YI Myong-chu
Co Cmdr, 1st Co, 3rd Bat.	Lt.	CHON Kwang- sol
Cmn Flying Off, 1st Co, 3rd Bat.	Jr. Lt.	YI Tae-in
"	"	7 others

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